

AGENDA

COMMITTEE ON PUBLIC SAFETY AND TRAFFIC

November 14, 2006
Aldermen Osborne,
O'Neil, Shea, Roy, Long

5:30 PM
Aldermanic Chambers
City Hall (3rd Floor)

1. Chairman Osborne calls the meeting to order.
2. The Clerk calls the roll.
3. Continuing discussions relative to crime prevention recommendations.
Gentlemen, what is your pleasure?
4. Communication from City Library requesting bagging of two meters on Amherst Street as temporary handicap parking for the Library during the construction period of renovations to the handicap accessible entrance at the Library.
Gentlemen, what is your pleasure?
5. Communication from Intown Manchester requesting curtailment of parking enforcement Thursday evenings throughout December.
Gentlemen, what is your pleasure?
6. Communication from Holly Foster expressing concern that some city workers are being sent to unsafe neighborhoods alone and suggesting that the City undertake preventive measures to keep City workers safe.
Gentlemen, what is your pleasure?
7. Communication on behalf of Catholic Medical Center requesting parking restrictions on the west side of Main Street from Sullivan Road to 286 Main Street for approximately 10 weeks during construction of the parking garage.
Gentlemen, what is your pleasure?

8. Chairman Osborne advises that the Traffic Division has submitted an agenda, which needs to be addressed as follows:

Stop Signs:

On Massabesic Street at Cypress Street, SWC, NEC
Alderman Osborne

On Granite Street at Barr Street, NEC, SWC – Emergency Ordinance
On Granite Street at Dyson Street, NEC, SWC – Emergency Ordinance
Alderman Thibault

On Teaberry Place at Hackett Hill Road, SEC
On Treetop Lane at Teaberry Place, NEC
On Streamside Drive at Teaberry Place, SWC
On Sylvan Lane at Pondview Lane, SEC
On Sylvan Lane at Countryside Boulevard, SWC
On River Birch Circle at Countryside Boulevard, NEC
On Blueberry Drive at Countryside Boulevard, NEC
On White Pine Lane at Blueberry Drive, SEC
Alderman Forest

Crosswalk:

On Old Falls Road at Massabesic Street
Alderman Osborne

2 Hour Parking – (8 AM – 3 PM Monday thru Friday):

On Spruce Street, south side, from a point 74 feet east of Cypress Street to a point
31 feet easterly – Emergency Ordinance
Alderman Osborne

No Parking Loading Zone:

On Tarrytown Road, west side, from a point 140 feet south of Mammoth Road to a
point 90 feet southerly
Alderman Duval

On Cedar Street, north side, from a point 20 feet west of Canton Street to a point
30 feet westerly – Emergency Ordinance
Alderman Osborne

No Parking Anytime:

On Tarrytown Road, west side, from a point 230 feet south of Mammoth Road to Hanover Street

On Tarrytown Road, west side from Mammoth Road to a point 140 feet southerly Alderman Duval

On Massabesic Street, east side, from Old Falls Road to a point 95 feet south of Hayes Ave – Emergency Ordinance

On Hayes Ave., north side, from Massabesic Street to a point 60 feet east – Emergency Ordinance

Alderman Osborne

On McQuesten Street, north side, from Hill Street to Second Street
Alderman Smith

Rescind No Parking During School Hours:

On Hoyt Street, east side, from Joshua Drive to a point 75 feet northerly
(Ordinance number not yet assigned)

Alderman DeVries

Commercial Motor Vehicle Traffic Prohibited:

On Erie Street, from South Main Street to Boynton Street
Alderman Smith

Rescind 30 Minute Parking:

On McQuesten Street, north side, from a point 30 feet east of Second Street to a point 36 feet easterly (Ord. 9096)

Alderman Smith

Rescind No Parking Anytime:

On Tarrytown Road, west side, from Mammoth Road to Hanover Street
(Ordinance number not yet assigned)

Alderman Duval

On McQuesten Street, north side, from a point 105 feet east of Second Street to Hill Street (Ord. 9043)

Alderman Smith

Gentlemen, what is your pleasure?

9. Presentation regarding Pay and Display Meters by Parking Division and Cale Systems.
10. Communication from Brandy Stanley, Parking Manager, submitting a proposed ordinance for pay and display meters.
Gentlemen, what is your pleasure?
11. Discussion of Pay and Display reserved Parking (Meter Hood).
Gentlemen, what is your pleasure?
12. Discussion of Chamber of Commerce request for parking on Merrimack Street.
Gentlemen, what is your pleasure?
13. Discussion of Standard Crosswalk Designs requested by the Traffic Division.
Gentlemen, what is your pleasure?
14. Notification of action of the Board of Mayor and Aldermen referring all ideas, suggestions and recommendations for City property proposed to honor the memory of Officer Briggs to the Committee on Public Safety and Traffic.
If the Committee so desires, a motion is in order to receive and file.
15. Communication from Parks, Recreation and Cemetery Commission recommending naming the Manchester Recreational Trail system inclusive of Manchester City limits present and future, in honor of Officer Briggs to be called "The Michael L. Briggs Trail System 83."
Gentlemen, what is your pleasure?
16. Communication from Marcel's Way requesting the use of Arms Park on Saturday, April 14, 2007 from 10 AM until 4 PM with a rain date of Sunday, April 21, 2007 for a walkathon and festivities to benefit their cause for Mitochondrial Disorders.
Gentlemen, what is your pleasure?
17. Communication from the National Multiple Sclerosis Society, Central NE Chapter I, advising of the annual MS Walk to be held on Sunday, May 6, 2007 from noon till 4 PM.
A motion is in order to receive and refer to the MPD Traffic Division.

TABLED ITEMS

A motion is in order to remove any of the following items from the table for discussion.

18. Discussion relating to coordination of services and utilities during storm events such as what occurred on February 10, 2006 as requested by Alderman O'Neil.
(Tabled 03/21/2006 pending report from Fire and Police Departments.)
19. Parking Study Recommendations.
(Tabled 04/18/2006 – previously forwarded under separate cover.)
20. **STOP SIGNS:**
On Lacourse Street at Rhode Island Avenue, NEC
On New York Street at Rhode Island Avenue, SWC
Alderman Duval
(Tabled 05/16/2006)
21. Discussion relative to building codes/ordinances plus infrastructure relating to health and safety issues as requested by Chairman Osborne.
(Tabled 08/01/2006 pending further information from the Building Department.)
22. Discussion relative to prohibiting trapping of animals in the City.
(Tabled 09/26/2006)
23. Communication from Alderman Duval requesting a residential parking zone for residents on Ash Street, between Bridge and Lowell Streets, subject to certification by property owners and the Building Department.
(Tabled 10/17/2006; pending further information from Alderman Duval))
24. Request for parking permits in the Middle Street Parking Lot as follows:
 - a) Euclid A. Dupuis (1); and
 - b) Market Street Settlement Group (as many as allowed).*(Tabled for two meetings from 11/17/06, pending report from Parking Manager.)*
25. If there is no further business, a motion is in order to adjourn.



City of Manchester

Office of the Mayor
Hon. Frank C. Guinta

IN BOARD OF MAYOR & ALDERMEN

DATE: August 8, 2006

ON MOTION OF ALD. Osborne

SECONDED BY ALD. O'Neil

VOTED TO refer to the Committee on
Public Safety and Traffic.

Sub. Bernier
CITY CLERK

TO: Board of Aldermen
FROM: Frank C. Guinta, Mayor
DATE: August 8th, 2006
SUBJECT: Further Crime Prevention Recommendations

Last Tuesday, I called for tonight's special meeting in hopes that together, we will be able to come up with a comprehensive plan to prevent crime in Manchester.

The first three components of the plan have already been announced over the past week:

- 1) Increasing our Reserve Officer Corp to 20
- 2) Increasing Community Involvement in Policing
- 3) Increasing High Visibility/High Intensity Patrols in "Hotspots."

After much thought and discussions with various stakeholders, I have identified the following ten additional measures that I submit to you for your discussion and consideration.

- 1) A Board commitment to adding 10 new officers to the compliment in the next 2 years.
- 2) Reactivating the Neighborhood Enhancement Team (NET) to ensure landlords act responsibly.
- 3) Reinstating the School Resource Officers (SRO) into the middle schools
- 4) Bringing back DARE via funding from the business community
- 5) Expanding Weed and Seed to the West Side
- 6) Additional (community supported) Police Substations
- 7) Seeking and Applying for more police grants
- 8) Beef up and publicize Citizen's Police Academy
- 9) Implement Intergraph System and Compstat
- 10) Conduct Convenience Store Security Audits (already underway)

Of course, this is a collaborative effort, so these are my suggestions to be added to yours. I firmly believe that these measures will make a real difference in preventing crime in the city.

I look forward to a spirited and informative discussion about these and all of your ideas tonight.

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CITY OF MANCHESTER

Board of Aldermen



August 1, 2006

In Board of Mayor and Aldermen.

MEMORANDUM

To: Board of Mayor and Aldermen

From: Alderman Lopez *[Signature]*

Date: July 31, 2006

Re: Increasing/Utilization of Retired Reserve Police Officers

On motion of Alderman Lopez, duly seconded by Alderman DeVries, it was voted to approve the conceptual plan increasing Reserve Police Officers to 20 and refer to the Special Meeting of the Board of Mayor and Aldermen to be held on August 8, 2006

[Signature]
City Clerk

For a number of months, I have studied the issue of more police officers. As you know, we have recently hire more police officers but that's not the whole story. Regular officers are tied up with certain jobs that take them off the street. Some of these jobs could be done by reserve officers. After studying what needs to be done, it is my opinion that having a larger reserve force could help in many areas that would keep the regular officer on the street. During this process, I have worked with both the Police Chief and Police Union to move forward with this plan.

I, therefore, respectfully request that the enclosed document be approved under new business on August 1st in order for the Chief of Police to start implementing this 20-man reserve force that will assist him to have regular officers to be on the streets by providing reserve officers when needed to supplement the force in areas such as booking, crime scene, or extra detail or using reserve officers for serving subpoenas as agreed by the union. One other area maybe reserve officers could be used would be as PCO's (Parking Control Officers) with such money coming out of the enterprise fund.

Again, I am requesting approval without it being referred to any committee in order so that the Police Chief shall be allowed to implement this plan in light of what is currently happening with crime here in the City of Manchester.

pc: John Jaskolka, Chief of Police
Virginia Lamberton, Human Resources Director
Officer Todd Boucher, Patrolman's Union President

IN BOARD OF MAYOR & ALDERMEN

DATE: August 8, 2006

ON MOTION OF ALD. Osborne

SECONDED BY ALD. O'Neil

VOTED TO refer to the Committee on Public Safety and Traffic.

[Signature]
CITY CLERK

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CITY OF MANCHESTER

Board of Aldermen



July 31, 2006

The Honorable Board of Mayor
and Aldermen
One City Hall Plaza
Manchester, NH 03101

Re: Increasing/Utilization of Retired Reserve Police Officers

Dear Colleagues:

First, let me say that I believe, as many members of the Board do, *that what we need is more police officers now*. The question is how we get there. The cost of police officers is a lot but I think that there is no need to wait when we can do it with little money and have police officers on short notice by increasing our reserve force.

- **Retire reserve officers are already familiar with the standard operating procedures** of the Manchester Police Department. These officers would be able to assimilate quickly into the ranks of the Police Department during an emergency situation.
- **In the event of a disaster the Police Department would have a reserve force to call on** for assistance. During an emergency it is unlikely that the New Hampshire State Police or the Hillsborough County Sheriffs Department would have extra manpower to send to us for assistance. They would likely be strapped for manpower during a disaster as well.
- **Using reserve officers for special circumstances and details** when full-time officers cannot or do not want to fill those assignments **would benefit the Police Department and the City by placing more uniformed officers on the street.** These reserve officers already have all the necessary training skills as regular full-time officers. During emergency situations they could be used strategically to replace full-time officers who would now be available to respond to calls for service. Reserve officers could be used to assist in booking during busy times instead of pulling an officer off the street.

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The Honorable Board of Mayor
and Aldermen

July 31, 2006

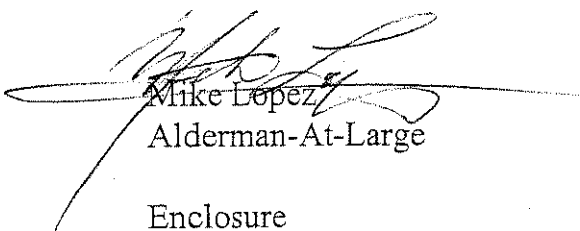
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- **A larger reserve force could help save the Police Department and the City money.** Increasing the size of the reserve force would encourage senior officers to retire. This would allow the Department to hire new officers at a much lower pay rate. Younger officers generally use less sick time and are less likely to get injured on the job. A larger reserve force would also cut down on overtime costs. Instead of ordering a full-time officer to stand by a crime scene or waiting with a prisoner at the hospital, the department could call upon a reserve officer.
- **The reserve officers could be self-funded.** The current billing rate for details encompasses monies for retirement. The reserve officers do not pay into retirement. These monies and a lower detail rate paid to the reserve officers could be put into a fund. This fund could be used to cover the expenses of required training and equipment. It could also be used to pay the reserve officer when they are assigned to assist regular officers (but not more than 8 hours per month).

These are just some of the ways the Police Department and the City could benefit from a larger reserve force. Currently, we have four reserve officers which is less than two percent (2%) of the police force. Let's increase this to a more realistic number of officers.

I recommend that the Board authorize the Chief of Police to hire up to 16 more retired reserve police officers and ask all members of the Board to support this recommendation. As you can see from the enclosed example, in time there can be a self-sufficient fund for a police reserve force. Please note that I have informed both the Chief and union of this plan.

Sincerely,



Mike Lopez
Alderman-At-Large

Enclosure

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RESERVE OFFICERS PLAN

Present System 2006 --

Example:

- present system is six (6) officers positions
- two (2) have resigned
- leaving only four (4) officers left
- police operating budget for 2006 contained money for officers to work @ 8 hours/month (these officers were paid hourly rate of \$18.66
- total hours was 406.50 which = \$8,665.95 directly for the MPD budget
- reserve officers are provided with a firearm and pick up a radio when working a detail

EXTRA DETAIL COST PAID BY VENDOR

At present, MPD has four (4) officers that should continue and be grandfathered in at the detail rate they have been receiving which is \$35.26.

- \$5.48 for fund x 4 hours minimum = \$21.92 x 4 officers = \$87.68 x 30 minimum events = \$2,630.40 in special fund.

Recommendations:

Special fund source for the future or additional needs.

Example:

- price charged for detail officers is \$40.74 an hour
- \$32.00/hour for 16 new reserve officers
- balance \$8.74 placed into special fund

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- over time special fund should reach approximately \$20,000 for the Police Chief to use at his discretion

The most important thing is to build up the fund in the event more officers would be needed at any given time in order to assist the Chief in providing safety to our citizens. In time, this would provide to be a great resource for not only the Police Department but the City as well.

Please note that the MPD vacancy monies could also be used for reserve officers to work 8 hours/month, since the MPD is budgeted at no additional cost to the taxpayers. The Chief would have 20 reserve officers when needed in case of emergency.

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CITY OF MANCHESTER

Board of Aldermen



IN BOARD OF MAYOR & ALDERMEN

DATE: August 8, 2006

ON MOTION OF ALD. Osborne

SECONDED BY ALD. O'Neil

refer to the Committee on
VOTED TO Public Safety and Traffic.

John P. Bergeron
CITY CLERK

August 8, 2006

The Honorable Board of Mayor
and Aldermen
One City Hall Plaza
Manchester, NH 03101

Re: Short and Long-Term Solutions to Crime Problems

Dear Colleagues:

I would like to offer the following suggestions to the Board of Mayor and Aldermen. We all are concerned with recent crimes including but not limited to the increase in violent crimes and the use of weapons in our City. I offer the following suggestions as a way to curtail activity immediately and continue the progress in a sustainable manner.

- Increase the complement above 215. Currently, there are only 193 active on the streets; our police force growth should match our growth in population.
- Implement more two-man response cars, all street work - no paperwork.
- Increase the starting pay for certified officers coming to Manchester.
- Increase the overall pay level to recruit and retain officers.
- Nationwide search for bilingual officers, only 5 officers are Spanish-speaking.
- Implement a program to retain retiring officers for the reserve list.
- Focus on early education in schools, DARE officers, School Resource officers, and possibly other youth positions should be the responsibility of the City and not the School District. The mission of our schools is different than that of our Police Department.

- OVER -

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Honorable Board of Mayor and Aldermen


August 8, 2006

Page 2

- Gun buy-back program...every weapon on the street can potentially be used for a violent crime. An average drug user may prefer cash in their pocket rather than a weapon.
- Change "Standard Operating Procedures" to reflect the priorities of a patrolman.
(For example: end response to minor traffic accidents, if there is no bodily injury and/or less than "X" dollar amount damage to both vehicles.)
- Better use of technology...create on-line services for accident reports.
- Work with neighborhood groups to promote a close-knit community environment in high density/high crime areas.
- Pride in neighborhoods...add at least one (if not two) new Zoning Compliance officers. It is impossible for patrol officers to combat drug and gun violence while other ordinance violations go unaddressed due to lack of manpower.
- Add the Solid Waste Compliance Officer...again, the areas of high density with non-compliance with zoning and/or trash ordinances are the first strongholds for drugs and gang activity.

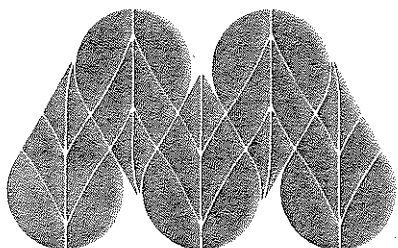
It is my belief that the initial taxpayer pain of implementing the above suggestions will soon be a minor inconvenience if a continuation of current high profile crimes starts to affect our tax base. The State of New Hampshire mandates an updated revaluation every five years; it will not take a large percentage downturn in high crime areas to cost the taxpayers much more than adequate preventative measures. I offer these suggestions and am willing to work with anyone in order to improve and protect our city.

Respectfully yours,



Mark E. Roy
Alderman – Ward 1

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**City of Manchester
City Library**

Denise Van Zanten
Library Director

Carpenter Memorial Building
405 Pine Street
Manchester, New Hampshire 03104-6199
(603) 624-6550

Public Safety/Traffic Committee
City Hall Plaza
Manchester, New Hampshire 03101

October 31, 2006

Dear Alderman Osborne:

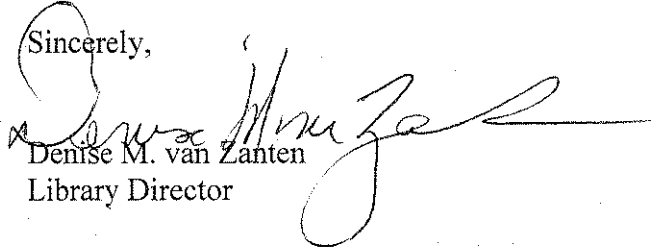
Beginning on November 6th the main library's handicap accessible entrance is being closed for major renovations. This will close off our staff parking lot, which has two handicap spots.

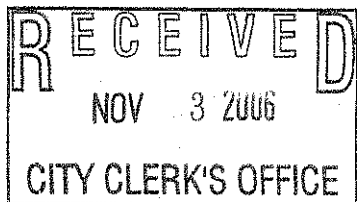
During this project we will be utilizing our Amherst Street entrance as our handicap accessible entrance for the main library. In order to accommodate our handicap patrons I am requesting that the committee consider allowing two on street metered spots on Amherst Street, across from this entrance to be bagged, as temporary handicap parking during the course of this renovation project.

If you have any questions regarding this request please contact me at either dvanzant@manchesternh.gov or at 624-6550 X329. I am sorry for the short notice but the project schedule was finalized today October 31st and will continue through the end of December.

Thank you for considering my request.

Sincerely,


Denise M. van Zanten
Library Director



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November 2, 2006

Mr. Leo Bernier
Manchester City Clerk
One City Hall Plaza
Manchester, NH 03101

Re: Request for curtailment of parking enforcement Thursday evenings throughout December

Dear Mr. Bernier,

As part of our Holiday promotional activities for Downtown we have developed an incentive for people to shop and dine in the city. This is a request for the city to allow free parking at the meters after 6 p.m. Thursdays during the month of December.

We would appreciate any kind of flexibility that could be given on these days to encourage shoppers and diners to continue to support the downtown businesses, especially during the busy holiday season.

I can be reached at 645-6285 if you have any questions, comments, or concerns.

Sincerely,

A handwritten signature in cursive script that reads "Elise Ryan".

Elise Ryan
Project Specialist
Intown Manchester

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Holly W. Foster

273 Rockland Avenue ♦ Manchester NH 03102-3826

(603) 858-5580



October 27, 2006

Sarah Huot, Assistant to the Mayor
City of Manchester
One City Hall Plaza
Manchester, NH 03101

RE: Re-evaluation of Safety Policy

Dear Ms. Huot,

As discussed this morning, I am concerned that some of our city workers are being sent into unsafe neighborhoods alone. While I can appreciate that the city departments do the best they can with the funding available, I also feel that public employees have a right to a safe and healthy workplace and feel it is time to re-evaluate the policy of sending some workers out singly rather than in pairs.

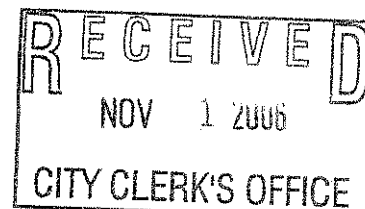
This morning, after dropping my son off at West High School, I observed a Highway Division worker collecting refuse on West Street by himself. This particular west side neighborhood is well known for drugs and violence. Certainly, city government has recognized this as true and is diligently working to remedy the decline of this area, among others. However, it is unreasonable to think that horrible things could not befall a city worker in the daytime hours. While working alone, this particular employee could have been accosted by another person in this well-documented crime-ridden section of the city, or harmed by an object discarded in the refuse he was collecting. **As the city of Manchester grows and the incidence of crime increases, it would seem prudent to undertake preventative measures to keep our city workers safe in this, and every region of the city.**

Please consider re-evaluating current policy and take pre-emptive measures to provide greater protection to city workers who are regularly forced to work alone in areas already well-known to be dangerous.

Sincerely,

Holly W. Foster

cc: Mayor Frank C. Guinta
Alderman Ed Osborne, Chairman, Public Safety/Traffic Committee
Alderman George Smith, Ward 10
Bob Roy, Assistant Chief of Highways
Frank Thomas, P.E., Public Works Director



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☐ **Corporate Office**
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Fax: 506-632-7689

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25 Burlington Mall Road
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Fax: 781-221-2155

November 8, 2006

Manchester Highway Department, Traffic Division

Attention: Brandy Stanley

RE: CATHOLIC MEDICAL CENTER PARKING RESTRICTIONS

Ms. Stanley

On behalf of the Catholic Medical Center and Harvey Construction Corporation, Strescon Limited would like to request the Manchester Highway Department Traffic Committee review temporary parking restrictions along Main Street during the construction of the new Catholic Medical Center parking garage.

The area affected by the requested parking restrictions would be the west side of Main Street extending from Sullivan Road to 286 Main Street. This area is across from the construction entrance to the new Catholic Medical Center parking garage currently under construction. It is estimated that the parking restrictions would have to be in affect for approximately 10 weeks.

Strescon Limited respectfully requests this item be added to the agenda for review at the next traffic committee meeting scheduled for November 14, 2006.

Sincerely,

Strescon Limited

Walter B. Meadus, P. Eng.
Operations Manager

Cc: Scott Martinelli, HCC

Strescon is a member of the
Ocean Steel & Construction
Group of Companies

www.strescon.com



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CITY OF MANCHESTER

PARKING DIVISION



Brandy Stanley
Parking Manager
bstanley@manchesternh.gov

November 7, 2006

Alderman Ed Osborne, Chairman
Committee on Public Safety & Traffic
One City Hall Plaza
Manchester, NH 03101

Re: Pay & Display Meter Ordinance

Dear Alderman Osborne:

As part of the Pay & Display Meter installation, I am requesting the attached ordinance addition to section §70.48 of the City of Manchester, New Hampshire Code of Ordinances. During a review of the items necessary to effectively manage and enforce the meters, we determined that the current Code of Ordinances does not address the operation or enforcement of Pay & Display Meters. The proposed section contains the following information:

- 1) Procedure for the method of operation
- 2) Introduction of a new violation
- 3) Definition of a Pay & Display Meter

New Violation – “Failure to Display Pay & Display Receipt”

The current expired meter violation covers the following two scenarios:

- 1) Patron pays the meter but overstates the amount of time purchased
- 2) Patron does not pay the meter at all

The new Pay & Display Meters will allow the Parking Control Officer (PCO) to determine whether the patron paid for parking but overstates the amount of time purchased by a check of the expiration time and date on the receipt displayed in the vehicle. This scenario fits into the current expired meter violation, which currently carries a fine of \$10.00, **escalating to \$20.00 after 7 days.**

The scenario not addressed by the expired meter violation is that where the receipt is either not displayed at all or is not visible to the PCO (it is upside down or blocked from view by objects inside or outside the vehicle). We are proposing an additional violation, “Failure to Display Pay & Display Receipt,” which will carry a fine of \$25.00 escalating to \$50.00 after 7 days.

Suspension of the Rules

As we expect to roll parking meters out to the public on December 4th, 2006, we respectfully request that the Committee approve the attached ordinance and submit it to the full board for final approval this evening.

Thank you,

Brandy Stanley
Parking Manager

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City of Manchester New Hampshire

In the year Two Thousand and Six

AN ORDINANCE

"Amending the Code of Ordinances of the City of Manchester by adding Sections and changing language to 70.06, 70.48 and 70.78 providing for Pay and Display Meters, Procedures, Enforcement and Penalties."

BE IT ORDAINED, By the Board of Mayor and Aldermen of the City of Manchester, as follows:

- I. Amend the Code of Ordinances of the City of Manchester by inserting new language as follows:

§70.06 DEFINITIONS (ADD NEW)

PAY & DISPLAY METER is a single unit that replaces multiple meters. The motorist pays for parking at the pay station and receives a receipt to be placed face-up on the dashboard of their vehicle. This receipt indicates the start and end of the time purchased.

§70.48 (ADD NEW SECTION)

(C) PAY & DISPLAY METER :

1. Procedure for using Pay & Display Meters
 - (a) Area for pay and display meter parking will be marked with signs, indicating the time zone and where the Pay & Display Meter is located.
 - (b) The motorist may park their vehicle and proceed to the pay station.
 - (c) The motorist has the choice to pay with credit card or US Coins (Dollars, Quarters, Dimes, or Nickels).
 - (d) Minimum credit card transaction is \$1.00.
 - (e) The motorist will receive a Pay & Display Receipt (P&DR) which must be placed face up on the dashboard of their vehicle.
 - (f) The receipt must be visible from both sides of the vehicle.
 - (g) The receipt is valid at any pay & display meter in the city as long as it is not expired or the vehicle has not been parked for longer than the allowed time limit in that particular space.
 - (h) The receipt is only valid on the date issued.
 - (i) Only one receipt is allowed on the vehicle dashboard.
2. Pay & Display Receipts will at minimum have the following printed information:
 - (a) Issued date and time
 - (b) Expiration date and time
 - (c) Machine ID number
 - (d) Receipt number
 - (e) Payment amount
 - (f) City's name
 - (g) Words "PLACE ON DASHBOARD FACE UP"



City of Manchester New Hampshire

In the year Two Thousand and Six

AN ORDINANCE

"Amending the Code of Ordinances of the City of Manchester by adding Sections and changing language to 70.06, 70.48 and 70.78 providing for Pay and Display Meters, Procedures, Enforcement and Penalties."

BE IT ORDAINED, By the Board of Mayor and Aldermen of the City of Manchester, as follows:

3. Procedure for enforcement:

- (a) A vehicle with no obvious signs of a purchased Pay & Display Receipt (from the current day) placed face up on the dashboard of the vehicle will be issued a parking citation for "Failure to Display Pay & Display Receipt" pursuant to §70.78.
- (b) A vehicle displaying an expired Pay & Display Receipt (current date) will be subject to a parking citation for "Expired Meter" pursuant to §70.78.
- (c) A vehicle not parked wholly within the lines identifying the parking space will be subject to a parking citation for "No Parking Zone" pursuant to §70.78.
- (d) Vehicles are also subject to any time restriction as posted.

4. Out-of-Order Pay and Display Meters.

If a Pay and Display Meter is out-of-order or otherwise inoperable, the motorist will be directed to the nearest alternative Pay and Display Meter to obtain a valid receipt.

§70.78 PENALTY (ADD THE FOLLOWING)

VIOLATION	BASIC PENALTY	AFTER 7 DAYS
Failure to Display Pay & Display Receipt	\$25	\$50

II. Resolved, this ordinance shall take effect upon passage.

Pay & Display Reserved Parking (Meter Hood):

The fee for a reserved parking space in the area of a Pay & Display Meter is \$15.00 per day. Requests for reserved parking spaces are handled at the City of Manchester's Parking Division.

A deposit of \$75 is required for each reserved parking space. Upon receipt of the deposit, a permit good for 5 business days will be issued for each space reserved, and must be displayed on any vehicle parked in each space at all times. Prorated deposit refunds will be given if permits are returned to the Parking Division office prior to the expiration date. Reserved parking spaces at Pay & Display Meters shall only be used for commercial or business vehicles, for commercial use only. Reserved parking spaces shall not be used for passenger vehicles. Reserved parking spaces may only be used Monday-Friday, 6am-8pm. **IT IS THE RENTER'S RESPONSIBILITY TO RESERVE THE PARKING SPACE, WHICH MUST BE NO LONGER THAN 18 FEET.** Any area reserved in excess of 18 feet without additional permits will be subject to citation.

1000

**Reserved
Pay & Display Parking
Space***

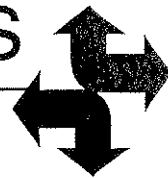
Date: _____

Expires: _____

***Parking Spaces Can Be No Longer Than Eighteen (18) Feet**

Manual on Uniform Traffic Control Devices

Millennium Edition



Part 3 Markings



U.S. Department of Transportation
Federal Highway Administration



Stop lines should be used to indicate the point behind which vehicles are required to stop, in compliance with a STOP sign, traffic control signal, or some other traffic control device.

The individual triangles comprising the yield line should have a base of 0.3 to 0.6 m (12 to 24 in) wide and a height equal to 1.5 times the base. The space between the triangles should be 75 to 300 mm (3 to 12 in).

Option:

Yield lines may be used to indicate the point behind which vehicles are required to yield in compliance with a YIELD sign.

Guidance:

If used, stop and yield lines should be placed 1.2 m (4 ft) in advance of and parallel to the nearest crosswalk line, except at roundabouts as provided for in Section 3B.24. In the absence of a marked crosswalk, the stop line or yield line should be placed at the desired stopping or yielding point, but should be placed no more than 9 m (30 ft) nor less than 1.2 m (4 ft) from the nearest edge of the intersecting traveled way. Stop lines should be placed to allow sufficient sight distance for all approaches to an intersection.

Stop lines at midblock signalized locations should be placed at least 12 m (40 ft) in advance of the nearest signal indication (see Section 4D.15).

Section 3B.17 Crosswalk Markings

Support:

Crosswalk markings provide guidance for pedestrians who are crossing roadways by defining and delineating paths on approaches to and within signalized intersections, and on approaches to other intersections where traffic stops.

Crosswalk markings also serve to alert road users of a pedestrian crossing point across roadways not controlled by traffic signals or STOP signs.

At nonintersection locations, crosswalk markings legally establish the crosswalk.

Standard:

When crosswalk lines are used, they shall consist of solid white lines that mark the crosswalk. They shall be not less than 150 mm (6 in) nor greater than 600 mm (24 in) in width.

Guidance:

Marked crosswalks should not be less than 1.8 m (6 ft) wide.

Crosswalk lines, if used on both sides of the crosswalk, should extend across the full width of pavement to discourage diagonal walking between crosswalks (see Figure 3B-15).

Crosswalks should be marked at all intersections where there is substantial conflict between vehicular and pedestrian movements.

Marked crosswalks also should be provided at other appropriate points of pedestrian concentration, such as at loading islands, midblock pedestrian crossings, or where pedestrians could not otherwise recognize the proper place to cross.

Crosswalk lines should not be used indiscriminately. An engineering study should be performed before they are installed at locations away from traffic signals or STOP signs.

Because nonintersection pedestrian crossings are generally unexpected by the road user, warning signs (see Section 2C.37) should be installed and adequate visibility should be provided by parking prohibitions.

Support:

Section 3B.16 contains information regarding placement of stop line markings near crosswalk markings.

Option:

For added visibility, the area of the crosswalk may be marked with white diagonal lines at a 45-degree angle to the line of the crosswalk or with white longitudinal lines parallel to traffic flow as shown in Figure 3B-15.

When diagonal or longitudinal lines are used to mark a crosswalk, the transverse crosswalk lines may be omitted. This type of marking may be used at locations where substantial numbers of pedestrians cross without any other traffic control device, at locations where physical conditions are such that added visibility of the crosswalk is desired, or at places where a pedestrian crosswalk might not be expected.

Guidance:

If used, the diagonal or longitudinal lines should be 300 to 600 mm (12 to 24 in) wide and spaced 300 to 600 mm (12 to 24 in) apart. The spacing design should avoid the wheel paths.

Figure 3B-15. Typical Types of Crosswalk Markings

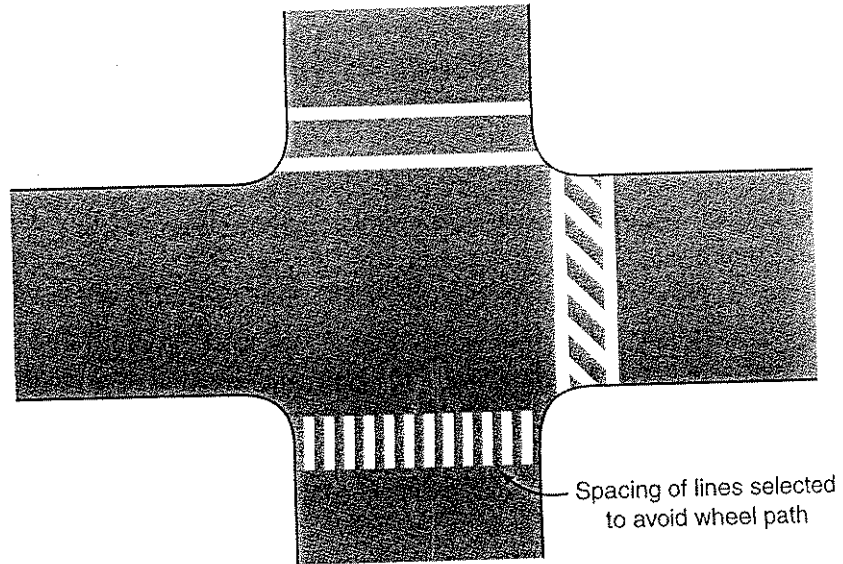
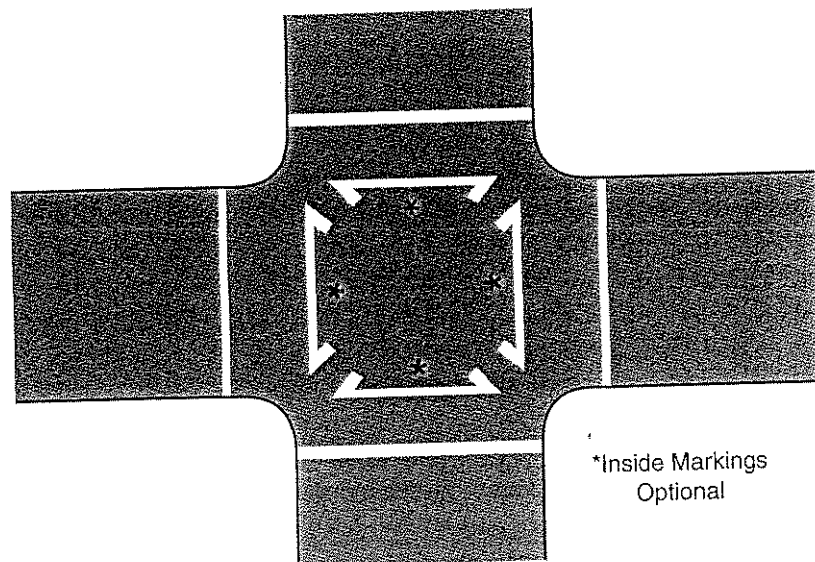


Figure 3B-16. Typical Crosswalk Markings for Exclusive Pedestrian Phase That Permits Diagonal Crossing





CITY OF MANCHESTER Board of Aldermen



Memo To: Board of Mayor and Aldermen

From:  Mike Lopez, Chairman
Board of Aldermen

Date: October 24, 2006

Re: Honoring Officer Michael Briggs

As you are all aware the community as a whole is struggling with the loss of Officer Michael Briggs. There has been much talk about naming several places in his honor. It is my belief that the Committee on Public Safety and Traffic should review all ideas, suggestions, and recommendations for City property proposed to honor the memory of Officer Briggs.

The Board can ask anyone who has ideas or suggestions to submit them in writing to the Committee. In this way the Committee can determine how best to meaningfully honor his memory and make recommendations to the full Board for its consideration.

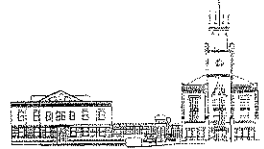
I ask the Board of Mayor and Aldermen to support this recommendation and refer this matter to the Committee on Public Safety and Traffic.

14



CITY OF MANCHESTER

Office of the City Clerk



Leo R. Bernier
City Clerk

Carol A. Johnson
Deputy City Clerk

Paula L-Kang
Deputy Clerk
Administrative Services

Matthew Normand
Deputy Clerk
Licensing & Facilities

Patricia Piecuch
Deputy Clerk
Financial Administration

Memo To: Board of Mayor and Aldermen

From: C. Johnson
Deputy City Clerk

Date: October 24, 2006

Re: Poll of BMA – Public Safety to review items

Enclosed is a communication from Alderman Lopez as Chair of the Board of Aldermen for your consideration. We are polling the Board via this memo. Should you wish to be recorded in opposition please advise this office by Friday, October 27th, otherwise we will record you in favor.

Enclosure

14



CITY OF MANCHESTER
Parks, Recreation & Cemetery Department

625 Mammoth Road
Manchester, NH 03104-5491
(603) 624-6565 Administrative Office
(603) 624-6514 Cemetery Division
(603) 624-6569 Fax

COMMISSION

Stephen Johnson, Chairman
Sandra Lambert, Clerk
George "Butch" Joseph
Michael Worsley
Dennis Smith
Ronald Ludwig, Director

November 6, 2006

Alderman Ed Osborne, Chairman
Committee on Public Safety and Traffic
One City Hall Plaza
Manchester, NH 03101

Re: Naming of Manchester Recreational Trail System

Dear Alderman Osborne,

The Parks, Recreation and Cemetery Commission would like to recommend naming the Manchester Recreational Trail System inclusive of Manchester City Limits, both present and future, in honor of fallen Police Officer Michael Briggs. The official name of entire trail system in Manchester would hereby be named, "The Michael L. Briggs Trail System 83".

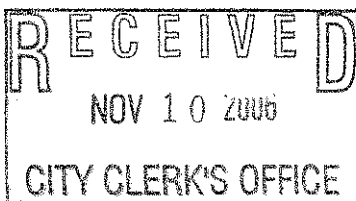
It is understood that the official process is for this recommendation to be presented to the Committee on Public Safety and Traffic, for consideration. In anticipation of a favorable response it is further understood that the request would then be subject to the approval of the Board of Mayor and Aldermen.

The Parks, Recreation and Cemetery Commission would appreciate any consideration the Committee and BMA could give in granting this request.

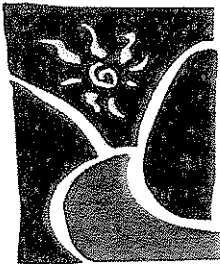
Sincerely,

Ronald E. Ludwig
Director

Cc: Parks, Recreation and Cemetery Commission



15



Marcel's Way

Providing those whose lives are touched by Mitochondrial Disorders with information, education, and support.

October 20, 2006

Mr. Ed Osborne
Chairman Traffic Committee
City Clerk's Office
1 City Hall Plaza
Manchester, NH 03103

Dear Mr. Osborne,

This letter is in request for approval of a Walkathon and festivities to follow in Arms Park parking lot area on Saturday April 14, 2007 from 10:00 a.m. until 4:00 p.m. with a rain date of Sunday April 21, 2007. The purpose of our walkathon is to help raise awareness for our cause.

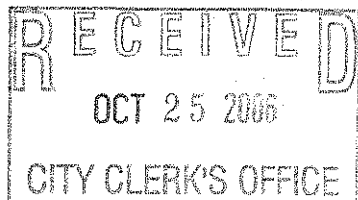
Our organization, Marcel's Way, is a non profit organization for children and families who are affected with mitochondrial disorders. The organization provides families with education, information, and support. For more information please refer to our website www.marcelsway.org.

We have spoken with Lt. Richard Valenti at the traffic division of Manchester Police Department to confirm there are no other events scheduled at this point. We have also spoken with Sergeant Bartlett at the Manchester Police department and he has provided us with route for our short walk. It has been explained to us that after we have secured the date, he will then email me the permit and Marcel's Way will provide him with the insurance binder. The organization is also aware that we must hire a police officer for the event.

Do not hesitate to contact us with any questions or requests for further information we may provide. Thank you for your consideration with our request. We look forward to your response.

Sincerely,

Cathy McDonald, Treasurer
Marcel's Way
P.O. Box 392
New Boston, NH 03070
(877) 412-4141
cathy.mcdonald@marcelsway.org
www.marcelsway.org



16



NATIONAL
MULTIPLE SCLEROSIS
SOCIETY

National Multiple Sclerosis Society
Central New England Chapter
20 Commerce Park North, Suite 106
Bedford, New Hampshire 03110
Tel 603 623 3501
1 800 FIGHT MS
Fax 603 623 4205

Central New England Chapter

October 24, 2006

Mr. Leo Bernier, City Clerk
City Clerk's Office
One City Hall Plaza
Manchester, NH 03101

Dear Mr. Bernier,

On behalf of the National Multiple Sclerosis Society, Central New England Chapter, I would like to extend our deep gratitude for the continuous support Manchester has shown throughout the years for the annual MS Walk.

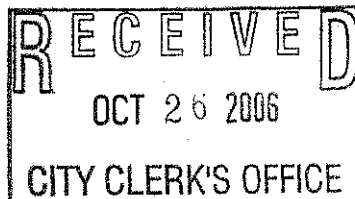
As the holidays approach, we have begun planning for the 2007 MS Walk. This year's date is set for Sunday, May 6th from noon to 4:00pm. I would like to request permission to host the Walk on this day. 400 participants are expected to take part in this annual event. The Walk is 5 miles, with the Start and Finish being held at the Webster Elementary School. We will be using the same route as last year, which I have enclosed. Also, a certificate of liability insurance will be provided upon approval of this request.

The money raised will be used to advance our support of national research and to support local programming for the nearly 14,000 people within New Hampshire and Massachusetts who are affected by multiple sclerosis. The Central New England Chapter prides itself on our many comprehensive local programs that improve the quality of life for people with MS and their families. These programs empower individuals with MS and provide them with the resources to maintain independence.

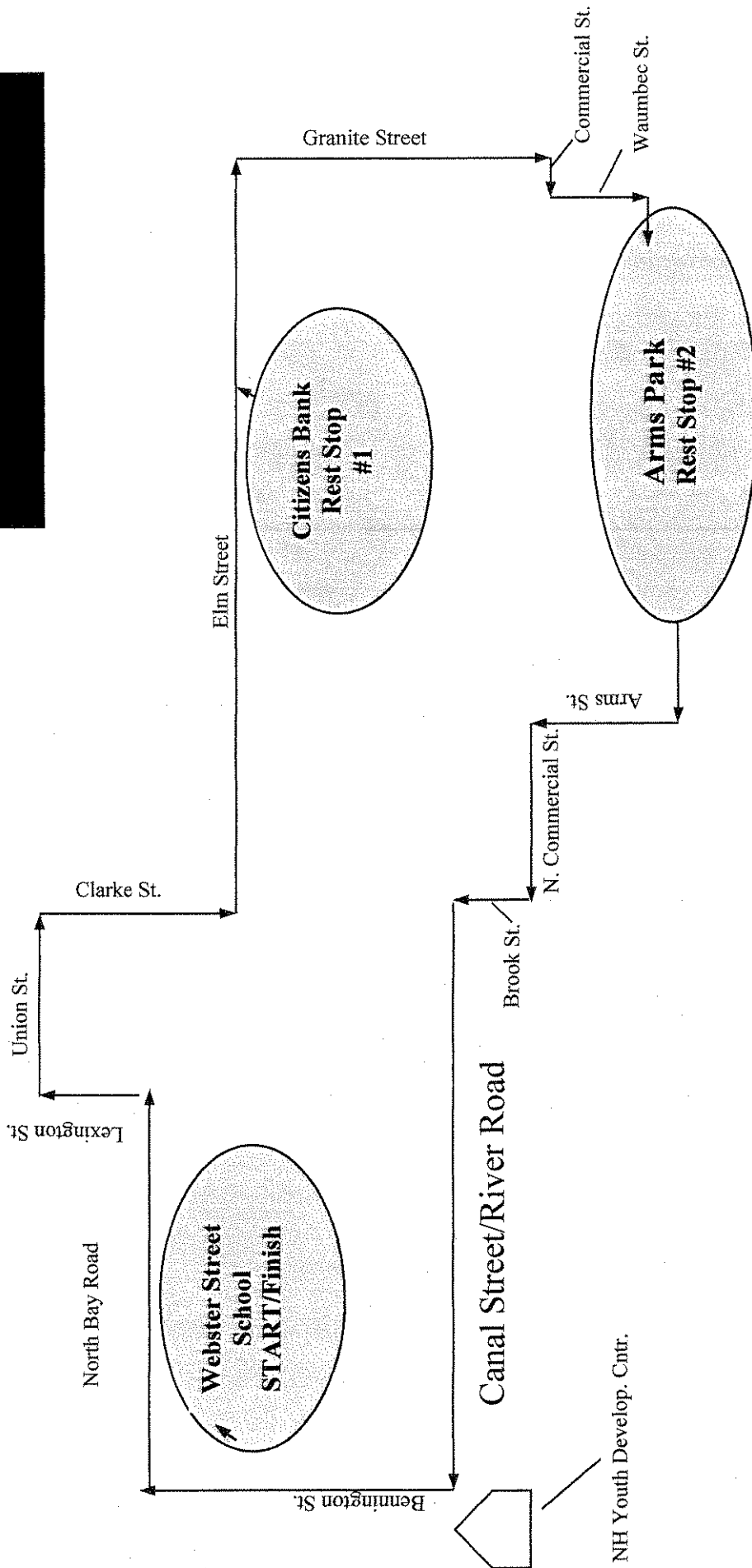
I thank you in advance for your support and please feel free to contact me at 603.623.3502 with any questions or concerns.

Sincerely,

Heidi R. Roy
NH Development Coordinator



Manchester



Sunday, May 7, 2006

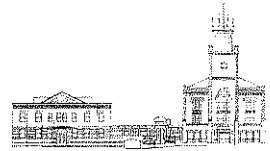



MSLifelines™

Sponsored by: **Sereno** **Pharm**



CITY OF MANCHESTER Board of Aldermen



Memo To: Committee on Traffic
From: Alderman Duval 
Date: October 5, 2006
Re: Resident Parking – Ash Street

As the Committee is aware there have been several parking issues on Ash Street in the vicinity of Central High School, and much recent discussion about residential parking programs.

I am requesting that a residential parking zone for residents on Ash Street, between Bridge Street and Lowell Street, subject to certification by the property owner and the Building Department that inadequate off-street parking exists for the building in which the person applying for the permit resides, be established.

Your favorable consideration of this request would be appreciated.

23

EUCLID A. DUPUIS

Certified Public Accountant

20 MARKET STREET
SUITE 201
MANCHESTER, NEW HAMPSHIRE 03101
TELEPHONE (603) 627-7824
FAX (603) 627-7416

September 28, 2006

Public Safety Department
City Clerks Office
1 City Hall Plaza
Manchester, NH 03101

Attention: Alderman Osborne

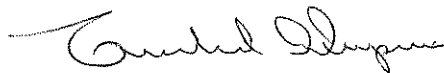
Dear Alderman Osborne:

This letter is a request for a parking permit in the Middle Street Parking lot.

Your attention to this matter would be greatly appreciated.

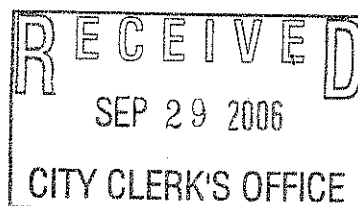
Thank you.

Sincerely,



Euclid A. Dupuis

EAD/smp



24



Michael K. Massey
President & CEO

October 3, 2006

Chairman Osborne – Traffic Control Division
c/o City Clerks Office
1 City Hall Plaza
Manchester, NH 03101

Dear Chairman Osborne:

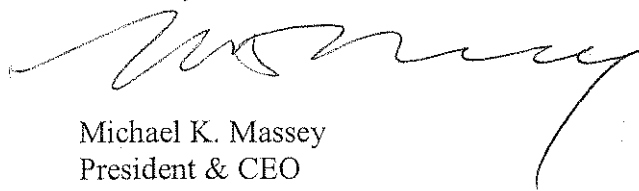
Having been in our location for over 8 years, we have seen many changes to the Middle Street Parking Lot which abuts our property.

When Market Street Settlement Group, Inc. (formerly Landmark Title) moved from Canal Street to Market Street, parking had been taken into consideration. While convenience is a huge portion of our philosophy of providing excellent customer service, the parking situation has been anything but as a majority of the lot has been designated for permit parking only. This has tremendously affected our business in a negative manner.

I would like to request as many parking spots allowable to be designated to Market Street Settlement Group, Inc. It is my understanding that the cost would be \$45 per spot per month.

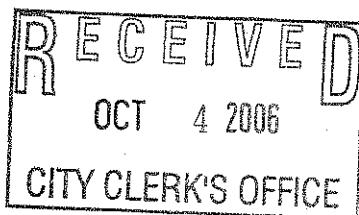
Please contact me at your earliest convenience.

Sincerely,



Michael K. Massey
President & CEO

cc: Mayor Frank Guinta



24